



# NWBS Flyer November, 2010

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## This Issue:

The renovation of a 60 yr  
old airplane

Sign up for the Dec 11th  
Christmas Party.

Seattle Class B redesign.

**Editor's note: John and Betty  
are enjoying themselves  
cruising Rome and Africa.**

## It's great to be back in the air again!

As many of you know, I took an unexpected hiatus from flying a little more than a year ago. My pesky little arteries just didn't want to keep up with me, and so they closed up a bit. A simple, triple bypass later, I was ticking on all four cylinders...or chambers...or whatever it is that was ticking. Of course we used all American parts, albeit slightly used ones from my leg. But enough about me... let me share some advice with all my fellow Bonanza friends...and a couple Pilatus drivers. There were several lessons that I learned from this experience. And, as the adage goes, if I had only known then what I know now.



The first point is that a yearly physical does not guarantee a fully functioning circulatory system. I had my FAA medical and an additional physical (unrelated to aviation) a couple months before my "incident". I was cleared as being fit to fly. However, I was starting to develop periodic pressure in my chest when I was exerting myself...even slightly. One day it was noticeably worse, but would subside when I lay down. Damn! Classic symptoms.

So I did what any red blooded, highly educated American businessman would do I went to the office. I got all my work done...working late...until about 8:30 at night. Walking to the car to go home the pressure in my chest returned. Just to be safe, I drove myself from Everett to the hospital in Edmonds. Once in emergency it was the shortest triage I ever went through. I found that they expedite you when you are having chest issues. I'll have to remember that if I sprain an ankle and have to return the emergency room sometime.

To be brief about the rest of the story, they kept me overnight, did an angiograph the next morning, and determined that I was best served in surgery at Swedish...so they shipped me off. Everything was fine, until they told me they were going to stop my heart and lungs for a few hours. That was a bit unsettling! The surgery went well; I recovered, and am again flying.

But here are some brief lessons I learned. First, if you are becoming a bit "seasoned" chronologically, take a treadmill test. It is one of the best ways to discover if you might have some blockage. The results from that will dictate further action.

Second, in the event that you do have heart surgery, expect to be out of flying for a minimum of six months. You will most likely be required to take a nuclear stress test (treadmill). Don't try to do it before the six month stabilization period is satisfied, and make sure you complete at least nine minutes...regardless of what the technicians say.

I tried to expedite the system by a couple weeks, and Oklahoma City wouldn't take it. My first treadmill session was only seven minutes (because the techies administering it said my heart was going fast enough for them), and Oklahoma City said "nope...you need to go nine minutes". Those missteps added six months and a lot of confusion to recovering my wings. The bottom line is, make sure you go above the minimum requirement for your medical by asking your doctor to arrange for a nuclear stress test. And if you do find yourself recovering from heart surgery, give me a call and we can discuss avoiding the pitfalls that kept me down longer than I needed to be.

**Jim Smith** CFI1 Vice President NWBS

## **N666JS, a 1950 B35 Bonanza, is reborn as N1950B The renovation of a 60 year old airplane to today's Technically Advanced Aircraft (TAA).**

*by Robert Walwyn*

[For the whole story: www.n1950b.blogspot.com.](http://www.n1950b.blogspot.com)



In a two-year long labor of love, I have combined the amazing engineering of the classic 1950 B35 Beechcraft Bonanza with state of the art glass-panel avionics and accessories to create what I believe is one of the finest general aviation aircraft available.

The B35 Bonanza is recognized as one of the finest examples of aviation engineering. Now nearly 60 years old, this V-tailed airplane carries more weight out of shorter airstrips and flies at higher cruise speeds than most similarly configured aircraft made today. Nearly 200 MPH on 12 GPH. And like all technology from the last century, there were significant issues with the electronics (avionics) and accessories.

It all started in early 2006, when one of my partners in N666JS (the original N-number of the airplane) had a minor incident. The propeller tips touched the runway during takeoff, and we were faced with the need to rebuild the engine.



Faced with the prospect of a complete tear-down of the existing engine in order to return it to service, we (my partners and I) elected to explore other options for a powerplant. After extensive research, we settled on the TCM IO-470N Series. This engine is fuel injected and develops 260 horsepower at 2,650 RPM, providing significantly improved climb performance. At the same time, we elected to go with a new McCully 3-blade propeller. This also improves the climb at the expense of a slight speed reduction at cruise compared to a 2-blade propeller.

**The work is now under way!** Under the now somewhat skeptical eyes of my wife, we prepared a "safety-related" list of mandatory upgrades.

- \* Two Garmin GPS units - the GNS 530W and the GNS 430W. I obviously need to know where I am at all times.
- \* A Garmin GTX 330 transponder with new Extended Squitter. No point in having a transponder that wasn't up to the latest proposed standards.
- \* A Garmin GMA 347 Audio Panel. Obviously I need to be able to select each of these pieces of sophisticated audio equipment!
- \* The Garmin GMX 200 multi-function moving map display. Great for positional awareness.
- \* Two Garmin GI 106A ILS indicators.
- \* Guardian 553 CO Monitor. Carbon monoxide is odorless and deadly, and can be fatal if not detected.
- \* The very latest in glass panel retrofit technology, Aspen Avionics, for certified aircraft. Garmin promised this for 3 years and couldn't deliver. Aspen did.
- \* I really need to know how far above the ground the airplane is - hence the requirement for a Radar Altimeter.
- \* All this equipment needs a new instrument panel. Fortunately, Aviation Research is one of the only companies with an approved panel!
- \* And of course, a quality S-TEC autopilot is absolutely mandatory for safe flight operations.
- \* Even with all the essential glass panel state of the art electronics, nothing adds more safety than extra fuel. So we add the Osborne Tip Tanks for an additional 40 gallons useable!



## The High-Speed Gear Doors

The original plan was to add an after-market product from Precise Flight called Speed Brakes. This equipment allows rapid descent from altitude without shock cooling the engine. Fortunately, Aviation Research did the original certification of these speed brakes on the Bonanza and they shared their experience with me before I installed them. On the older Bonanza, there is significant vibration when the speed brakes are deployed due to the wing design of the Bonanza. Jerry at Aviation Research advised me that I would be probably be happier with a kit to allow the extension of the landing gear at significantly increased airspeed. So the High Speed Gear Door kit was ordered and installed. Little did I know that installing this kit is a major project.

So many days later the new gear doors are fitted and installed. With this modification, I will be able to extend the landing gear at 145 MPH (125 Knots), with a placarded emergency gear extension speed of 175 MPH (150 Knots). The original gear extension speed was 123 MPH (105 Knots). Better than speed brakes and just as effective.

## The Paint Scheme

I worked with Craig Barnett at Scheme Designers to develop a paint scheme that would have a significant visual impact, draw attention to the airplane and carry the quality embedded throughout this aircraft. I am very pleased with the results. Here is a photo of the model showing the final paint scheme.

## Worth the wait

Well, I am finally flying this amazing airplane. Really, the biggest challenge is to learn to be a manager instead of a steam-gauge pilot. The airplane is capable of so much - I just need to understand how all the systems interact. Here is a photo of the airplane on the ramp at Sandy River.

And some photos of the airplane at Bremerton, WA for formation training.



It is truly amazing that after three years, I still have the highest regard for the folks at Aviation Research Systems. Time after time, when presented with seemingly insurmountable problems, they were able to find a great solution, cost effective, and executed perfectly. I really believe that there is no factory aircraft that can compare with this Bonanza.

# CHRISTMAS PARTY 2010

Saturday, December 11th 2010.

Believe it or not, that holiday time of year is coming our way again . This year the annual Northwest Bonanza Society Christmas party will be held on Saturday December 11th at Eileen & Dale Hemman's LetsFlyAlaska hangar at the Olympia Regional Airport. We've arranged a real wing ding this year with a four-piece ensemble playing live music to enhance the holiday mood over hors d'oeuvres and cocktails and yes, they'll play lightly in the background during dinner and for your dancing and listening pleasure afterward. The hangar will be trimmed with a huge Christmas tree and you can be sure it will feel like Christmas.



We'll have a full tended bar this year and a grand catered buffet with prime rib, turkey, ham and all the trimmings. Our desert will feature red velvet cake to enhance the festivities. When you call or email, please let us know your preference for the entree', so the caterer can be prepared...we don't want to run out of anything and go hungry, do we??

We really need for members to sign up early through our website ([www.nwbonanza.org](http://www.nwbonanza.org)) using PayPal. Remember, if you don't have a PayPal account you can still use the site using your credit card. Of course your guests are welcome and this would be a great time to introduce someone to our good friends in the NWBS. The price is the same as last year, \$30 per person. Maybe Santa will bring some goodies again this year, too.

We have also arranged a great rate at the nearby **Red Lion Hotel** in Olympia who will provide you a view room overlooking the lake plus a free full breakfast for \$89.95. for two people. In order to get this great rate, however, you'll need to contact Dale Hemman by email ([dale@nwbonanza.org](mailto:dale@nwbonanza.org)) or phone (360-705-0585) before November 10th so he can provide the Red Lion with a rooming list. Cancellations can be made up to 24 hours before arrival.



You can download a strip map to both the LetsFlyAlaska hangar and the Red Lion Hotel from the Northwest Bonanza Society website. Go to any page and click on the green button or go directly to <http://nwbonanza.org/christmas.html>.

This is our biggest event of the year and we sincerely hope to see you there. Again, please make your your reservations right away. We want to make sure we have enough goodies for everyone. We sure hope to see you there.



## **CHRISTMAS PARTY 2010**

Our annual Northwest Bonanza Society Christmas party and general membership business meeting will be held on **Saturday, December 11th 2010.**

Join us at Eileen & Dale Hemman's LetsFlyAlaska hangar at the Olympia Regional Airport (KOLM).

### **SCHEDULE of Events\***

18:00 - Social hour.

19:00 - Dinner

20:00 - Business Meeting

20:15 - Socializing & dancing for the brave or brazen.

\*Times approximate

Social hour will include complimentary hors d'oeuvres.

Bar will be tended with complimentary soft drinks, coffee, and wine. Full bar menu including beer is available at cost.



## **RESERVATIONS**

Please reserve early so we can better plan for the number of people who will be joining us.

Purchase your tickets online through PayPal by clicking one of the buttons below.  
Admission is \$30.00 per person.

<http://nwbonanza.org/christmas.html>

## The FAA will hold three informal meetings with pilots on the redesign of the Seattle Class B airspace in December.

The proposed changes are intended to improve containment of traffic arriving and departing from Seattle-Tacoma International Airport within the Class B airspace.

Pilots will note some unusual design features in the airspace plan, such as the airspace's varying ceiling heights. Most of the airspace will extend vertically to 10,000 feet mean sea level. But extensions north and south of the airport will rise only to 7,000 feet msl.

A current concern is the 2,000-to-10,000 foot msl sector northwest of Seattle-Tacoma International, proposed to contain traffic arriving at Boeing Field.

- (1) The meeting on Thursday, December 9, 2010, will be held at Snohomish County Auditorium, 2320 California Street, Everett, WA 98201.
- (2) The meeting on Tuesday, December 14, 2010, will be held at the Highline Performing Arts Center, 401 South 152nd Street, Burien, WA 98148.
- (3) The meeting on Thursday, December 16, 2010, will be held at The Theater at Auburn Mountainview, 28900 124 Avenue South East, Auburn, WA, 98092.

Comments: Send comments on the proposal, in triplicate, to: Clark Desing, Manager, Operations Support Group, AJV-W2, Western Service Center, Air Traffic Organization, Federal Aviation Administration, 1601 Lind Avenue, SW., Renton WA 98057.

